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AMENDMENTS TO THE SPECIFICATION

Please replace the fourth full paragraph on page 1 with the following amended

paragraph:

- a running device rolling device connected to each vehicle and arranged on the said at

least one running rail so as to be able to run thereon, the vehicle provided with the running

device rolling device having a resistance to running on the said at least one rail,

Please replace the fourth full paragraph on page 2 with the following amended

paragraph:

None of the elements of the prior art deal with transport over a long distance on routes

with variable reliefs elevations between the starting point and the arrival point. Many prior

documents have provided for a descent of vehicles by gravity along a transport track, without

envisaging a route where the difference in altitude elevation between starting point and arrival

point is zero or negative.

Please replace the fifth full paragraph bridging pages 2 and 3 with the following

amended paragraph:

The aim of the present invention is to develop a vehicle transport system which makes it

possible to organise the most parsimonious possible use of potential energies, and in particular

gravity, and a maximum use of natural reliefselevations. This system should advantageously

allow the non-river transportation of specific vehicles or containers, to standard dimensions or

not, at controlled speed and traffic, and this preferably over a long distance, for example several

kilometres.

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Please replace the first full paragraph page 3 with the following amended

paragraph:

This problem has been resolved according to the invention by a transport system of the type indicated at the start, in which the transport track has a starting point and an arrival point having an altitude elevation equal to or higher than the starting point, and comprises several sections of descending track between which there is in each case arranged a section of ascending track on which each vehicle provided with the running device rolling device is driven by a driving device, the slope of each section of descending track being insufficient to produce a continuous acceleration of the said at least one vehicle on the said at least one running rail, each vehicle having there a substantially constant speed, balanced by the said resistance to running with other resistances added, such as the resistance to air of the vehicle, the transport track having a route along which no vehicle at any point is raised higher than the altitude elevation that the vehicle would have at this point on the transport track having a single descending section provided with the above mentioned slope between the starting point and the arrival point.

Please replace the third full paragraph bridging pages 3 and 4 with the following amended paragraph:

When the departure point has an <u>altitude elevation</u> equal to or lower than the arrival point, it suffices to calculate the route of the track according to the <u>reliefelevation</u>, so that there are as few ascending sections as possible. It is nevertheless necessary for no vehicle to be at a point raised higher than the <u>altitude elevation</u> that the vehicle would have at this point on a track

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having a single descending section between the starting point and the arrival point and provided

with the required slope according to the invention.

Please replace the second full paragraph on page 4 with the following amended

paragraph:

The vehicles according to the invention are moved on the descending sections with only

an extremely minimal energy dissipation due to the friction of the running devicerolling device

on the rail or rails since there is no need for braking.

Please replace the first full paragraph on page 5 with the following amended

paragraph:

According to the invention, the vehicle provided with the running device rolling device is

driven by a driving device that can be carried by the vehicle or the running devicerolling device

itself and start up as soon as an ascending slope is detected, and then stop as soon as a

descending slope is detected. The driving device can also advantageously be carried by the rail

or rails on the ascending section and cooperate with any vehicle or running device rolling device

accessing this ascending section, whilst remaining stopped as soon as no vehicle is detected on

this section. It is also possible to provide any appropriate driving device mounted close to the

ascending sections at any point enabling cooperation with the container as soon as the latter

approaches.

Please replace the second full paragraph on page 5 with the following amended

paragraph:

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According to one advantageous embodiment of the invention, the transport track comprises overhead rail support means, at least on certain sections, and the vehicle is suspended

from this overhead rail by the running device rolling device. This type of support means is very

lightweight in terms of infrastructure and adapts very easily to variations in relief elevation on

the terrain.

Please replace the third full paragraph bridging pages 5 and 6 with the following

amended paragraph:

Advantageously, the vehicle to be transported is a container, preferably a container with standard overall dimensions. This container can also be provided with standard corner elements, of the type in accordance with ISO standards, which make it possible to exert external traction and compression forces on the container. The running device rolling device can be fixed to the container in a foldable form in the volume formed by the overall dimensions of the container. In this way, it does not get in the way during the stacking or handling of the containers. The running device rolling device can also be independent of the container and be fixed to it at the

start of the track, either for example by means of a fixing frame known per se which is capable of

being attached to the above-mentioned corner elements, or directly, without any intermediate

frame, to the corner elements.

Please replace the fifth full paragraph on page 6 with the following amended

paragraph:

The invention also concerns a use of a transport system as indicated above, for

transporting vehicles over long distances using potential energies parsimoniously, this use

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comprising a reading of the relief elevation between the starting point and the arrival point and a

determination of the route of the transport track on the basis of this reading, so that the said track

has the said slope on the said descending sections and a minimum number of ascending sections.

Please replace the first full paragraph on page 7 with the following amended

paragraph:

Figure 5 depicts, in a partial plan view, the running device rolling device of a container

applicable in a transport system according to the invention.

Please replace the fifth full paragraph on page 7 with the following amended

paragraph:

As can be seen in particular in figures 3 to 5, the illustrated example embodiment of a

transport system according to the invention comprises a transport track formed, in this case, from

two running rails 1 and 2, a vehicle to be transported in the form of a container 3 and a running

device rolling device comprising four bogies 4 each supporting four wheels 5. The running

wheels are, in the example illustrated, disposed so as to form an overhead track and, for this

purpose, are supported by gantries 6 disposed at regular intervals.

Please replace the sixth full paragraph on page 7 with the following amended

paragraph:

The bodies of the running device rolling device, in the example embodiment illustrated in

figure 5, are connected by a hinge 7 to the chassis of the container 5 and are folded over the roof

of the container 3 by pivoting, so as to be retracted in the overall volume of the container.

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Please replace the first full paragraph on page 8 with the following amended paragraph:

The transport track 8 comprises, at the start, a possibly, but not necessarily, short rising section of track 12'. At the summit 13 of this section 12', the track follows a descending track section 14'. The descending track section must be designed according to the terrain so as not to obtain an excessively steep slope, causing a continuous acceleration of the vehicles running on the track. In this example embodiment, the slope is planned at 4/1000. Assuming therefore that the terrain is at altitude elevation 0, and that the altitude elevation at the summit 13 is 4 m, a vehicle descending on the section 14' can travel freely at a constant speed over a distance of 1000 m. Obviously the departure point may often be situated at a higher altitude elevation than 4 m. For example, the containers stacked on a vessel may at the outset have an altitude elevation of 30 m and more. Rather than unloading them onto the quay and then stacking them once again in order to store them, it would therefore be possible from the outset to profit from this initial height in order to enable the unloaded containers already to travel a significant distance. At an altitude elevation 20 m at the start, the container can achieve a distance of 5 km.

Please replace the second full paragraph on page 8 with the following amended paragraph:

Figure 1 also illustrates how to pursue travel on flat terrain over a long distance from a departure point 10. There are in succession ascending sections 12', 12" and 12" and descending sections for the gentle slope 14', 14" and 14". The expenditure of energy to be made for a vehicle to travel between a departure point and an arrival point on a transport track

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where the descending sections have a slope of 4/1000 is in theory the same if the track comprises a single ascending section 12 and a single descending section 14 or for several alternating ascending and descending sections. For reasons of expenditure on infrastructure it is obviously more economical to divide the transport track, as illustrated in figure 2, into small successive sections so as to be able to best profit from the variations in relief elevation on the terrain. The most appropriate route can be calculated in a known manner from relief elevation data existing at the present time.

Please replace the first full paragraph on page 10 with the following amended paragraph:

Figure 2 illustrates an example embodiment of a transport track where the departure point 10 is situated at an altitude elevation lower than the arrival point 11. As in the previous case a succession of ascending sections 12', 12'', 12''' and descending sections 14', 14''', 14''' is provided. All the descending sections are provided with the minimum energy slope forming an angle \Box with respect to the horizontal. The ascending sections have a different rising angle according to the existing relief elevation which is illustrated by the curve 30.

Please replace the third full paragraph on page 10 with the following amended paragraph:

As can be seen, the <u>relief-elevation</u> 30 can have in a direct line elevations and depressions that are sometimes large. In the case of such slopes, in order to be able to follow the minimum energy slope, without having to require infrastructure works at exorbitant cost such as bridges or

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tunnels, the route will follow a winding path, not shown, according to the reliefelevation, which will make it possible to avoid these differences in altitude elevation.